

FIG. 1

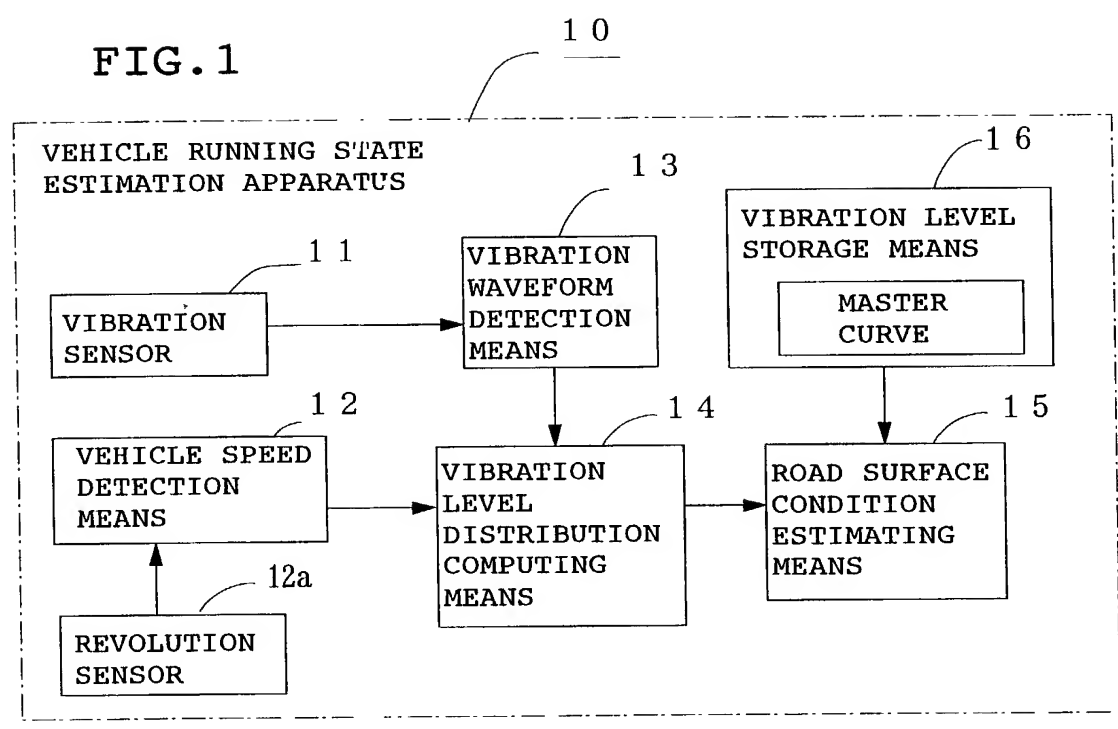


FIG.2 (a)

FIG.2 (b)

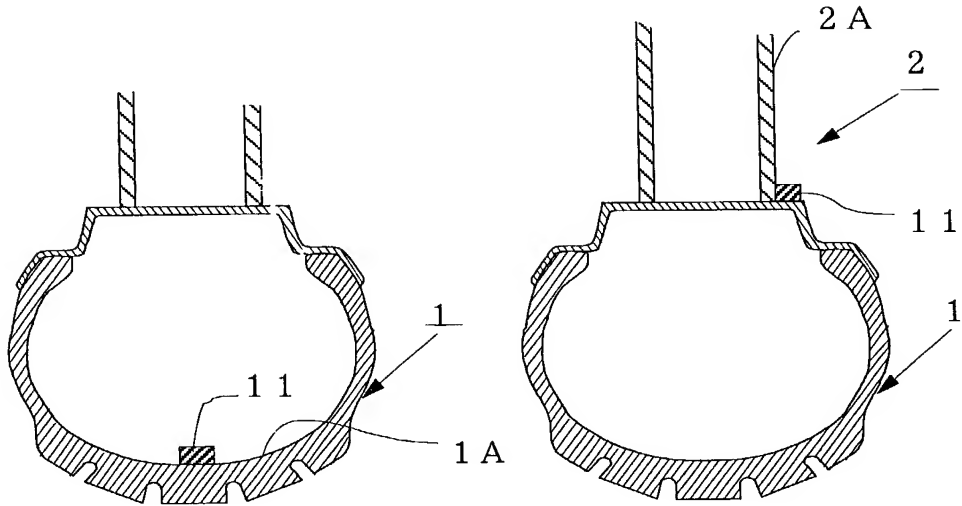
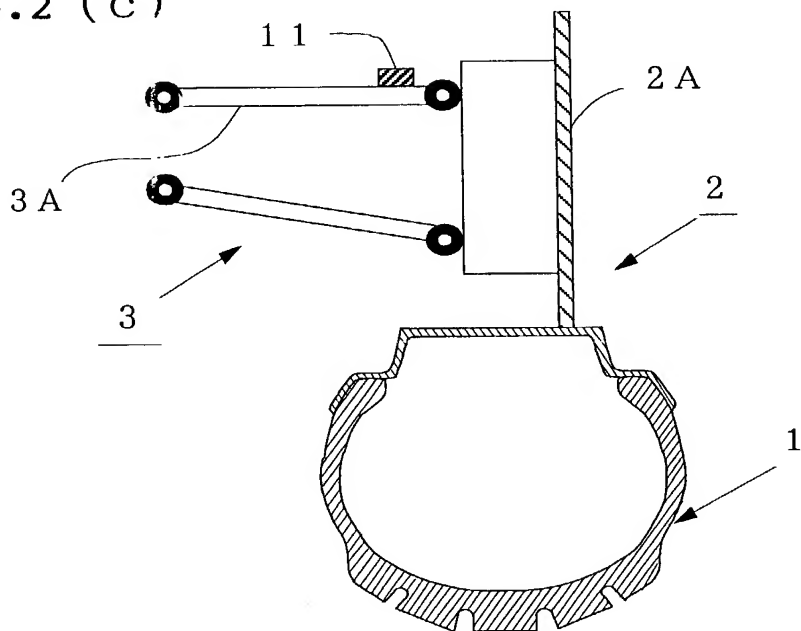


FIG.2 (c)



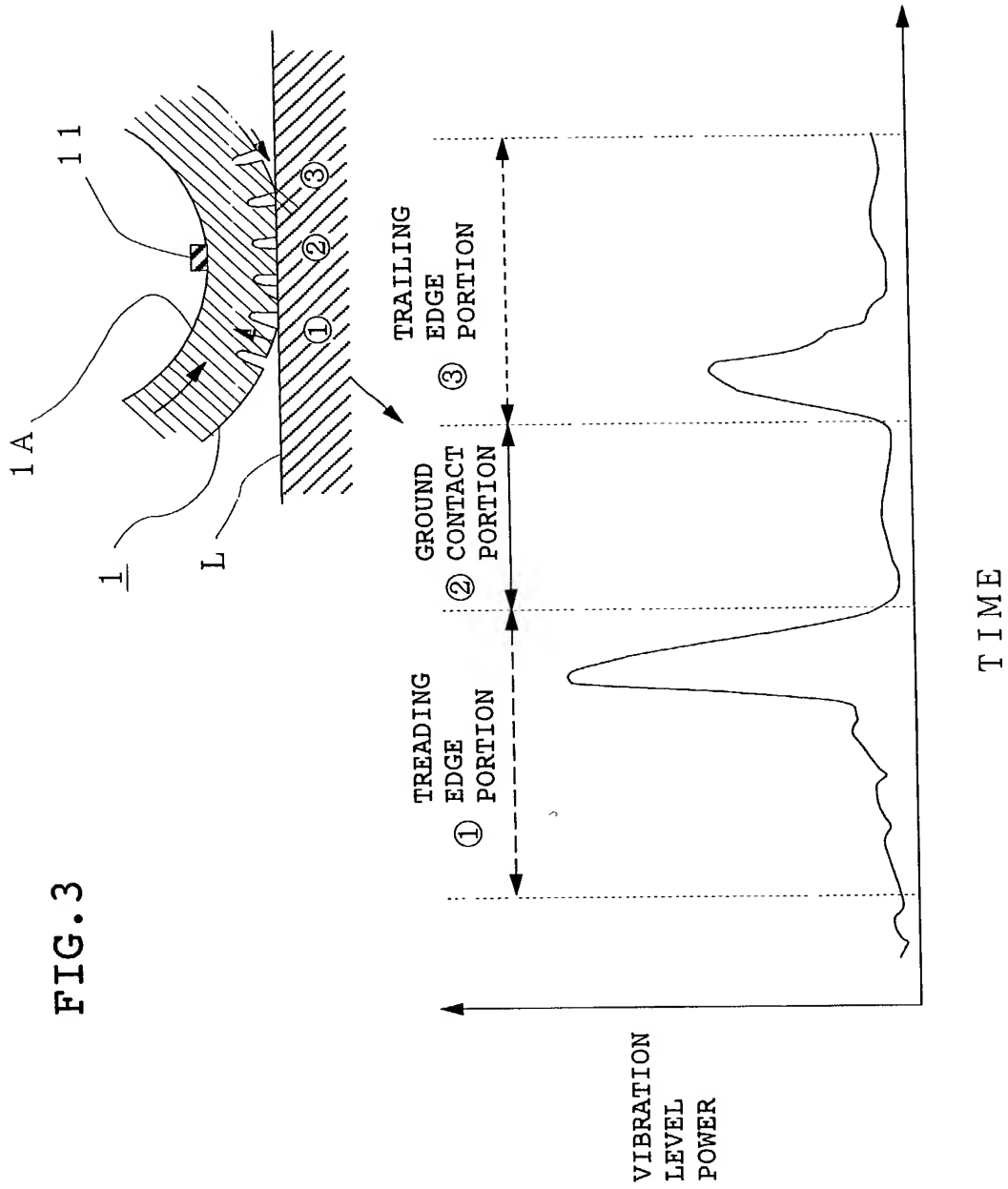


FIG. 4 (a)

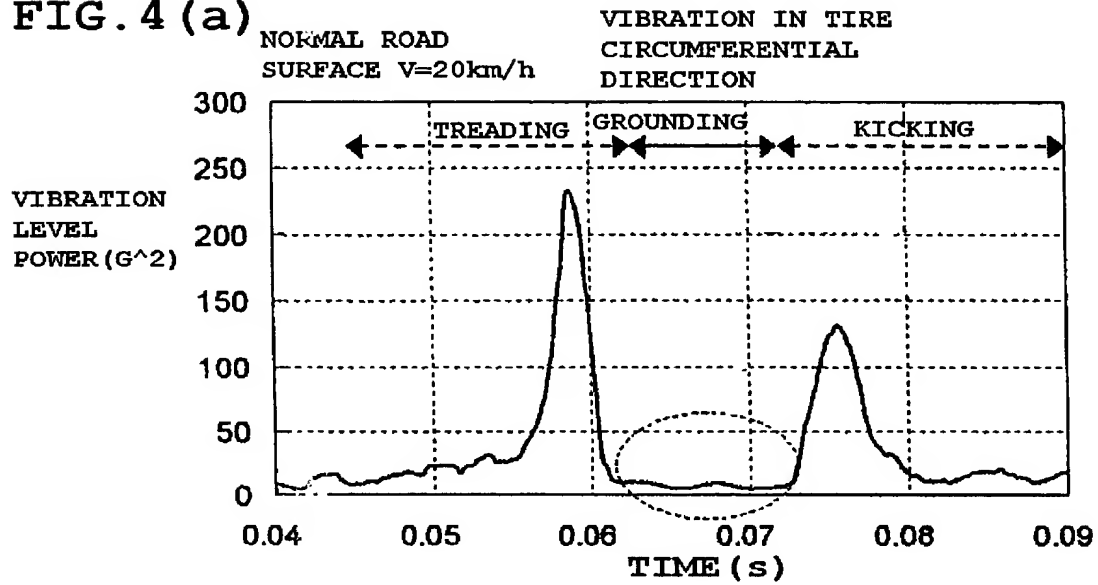


FIG. 4 (b)

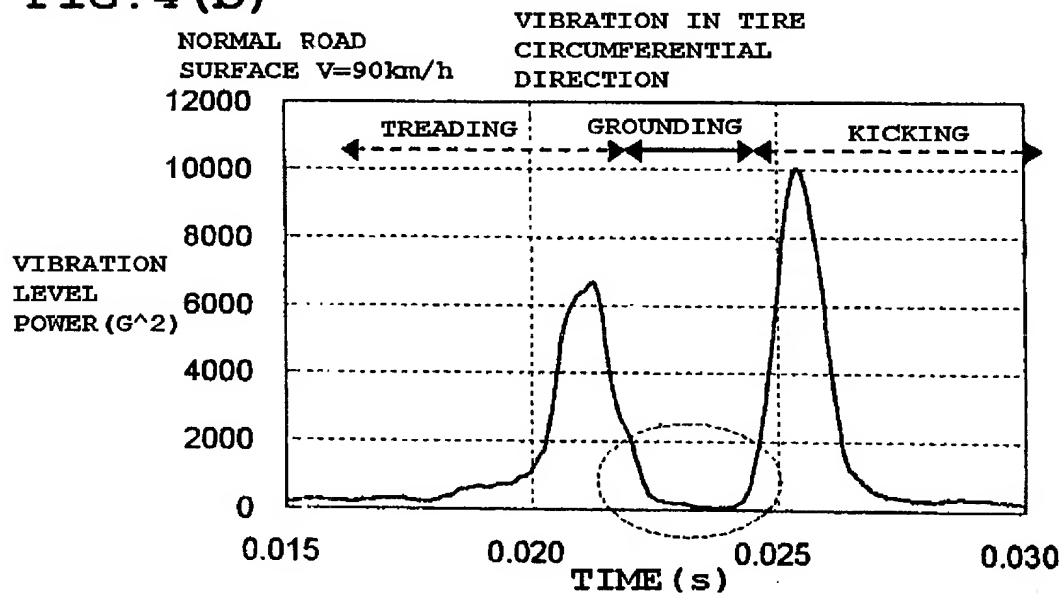


FIG. 5 (a)

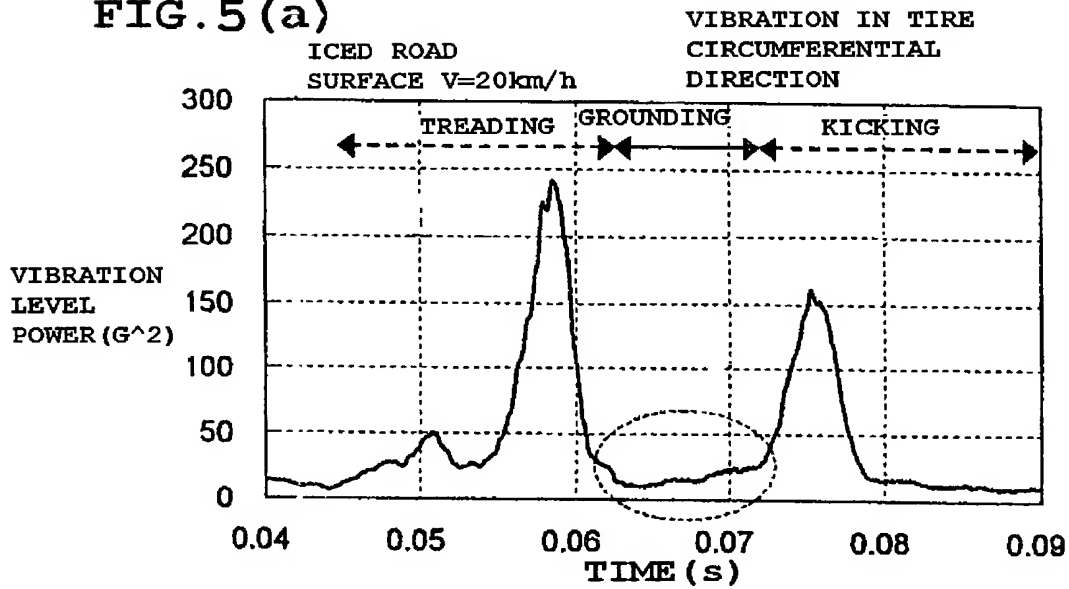


FIG. 5 (b)

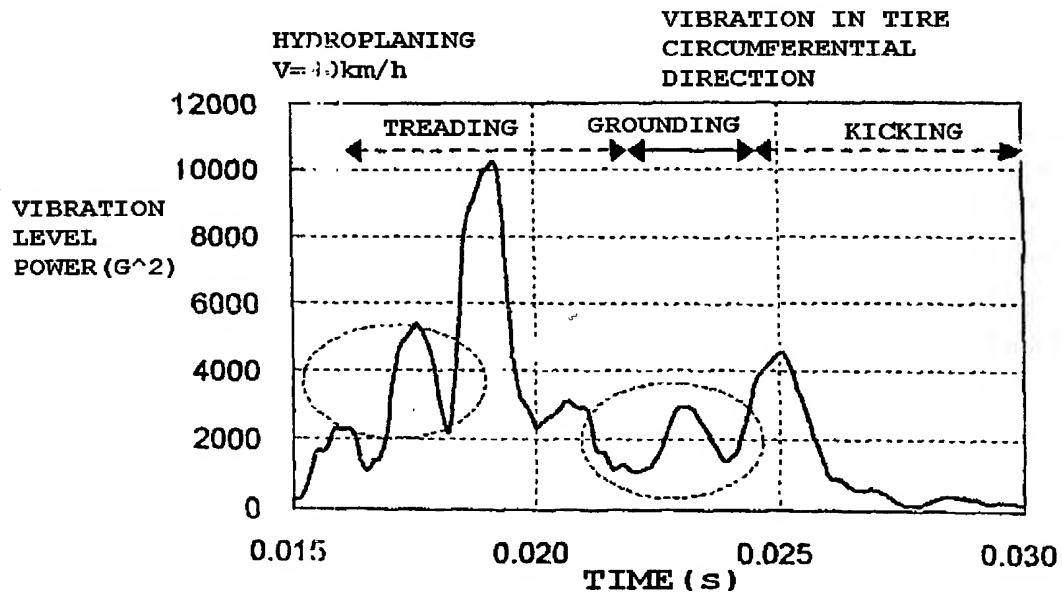


FIG. 6

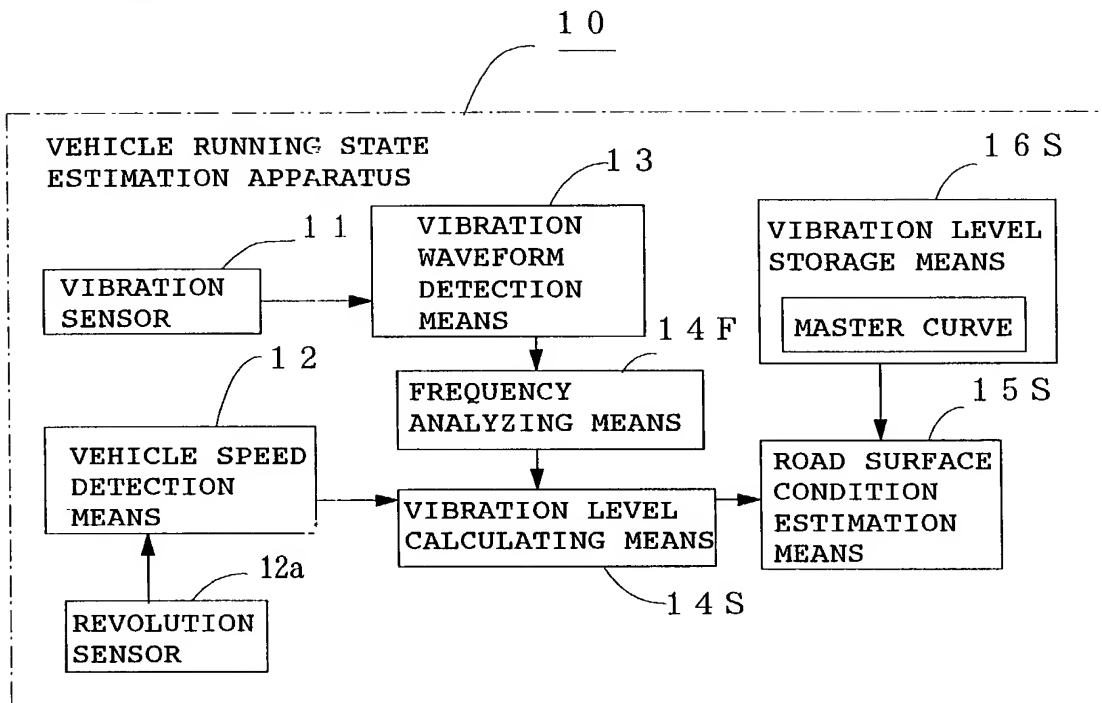


FIG. 7(a)

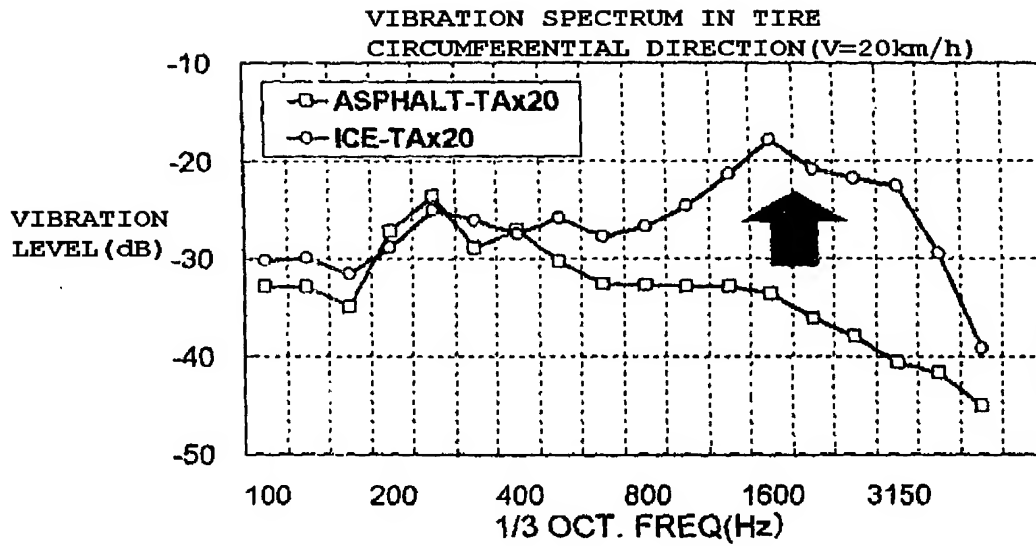


FIG. 7(b)

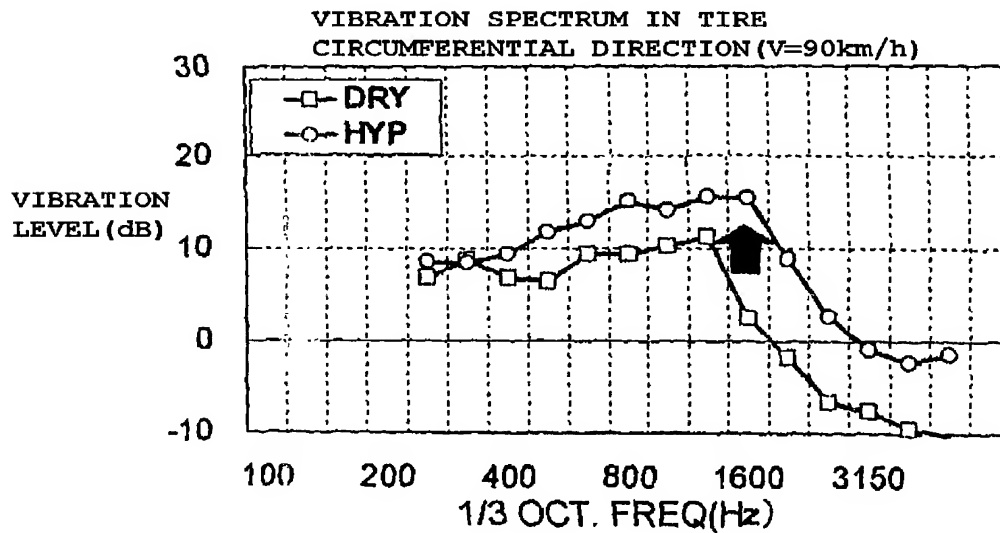


FIG. 8

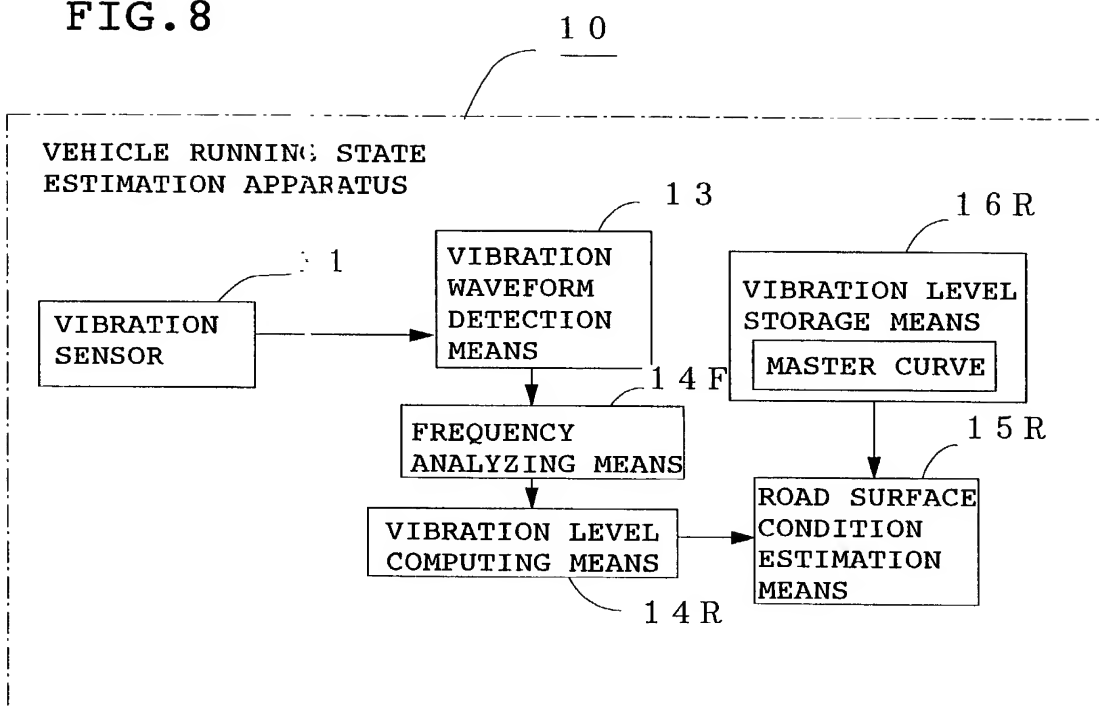


FIG. 9

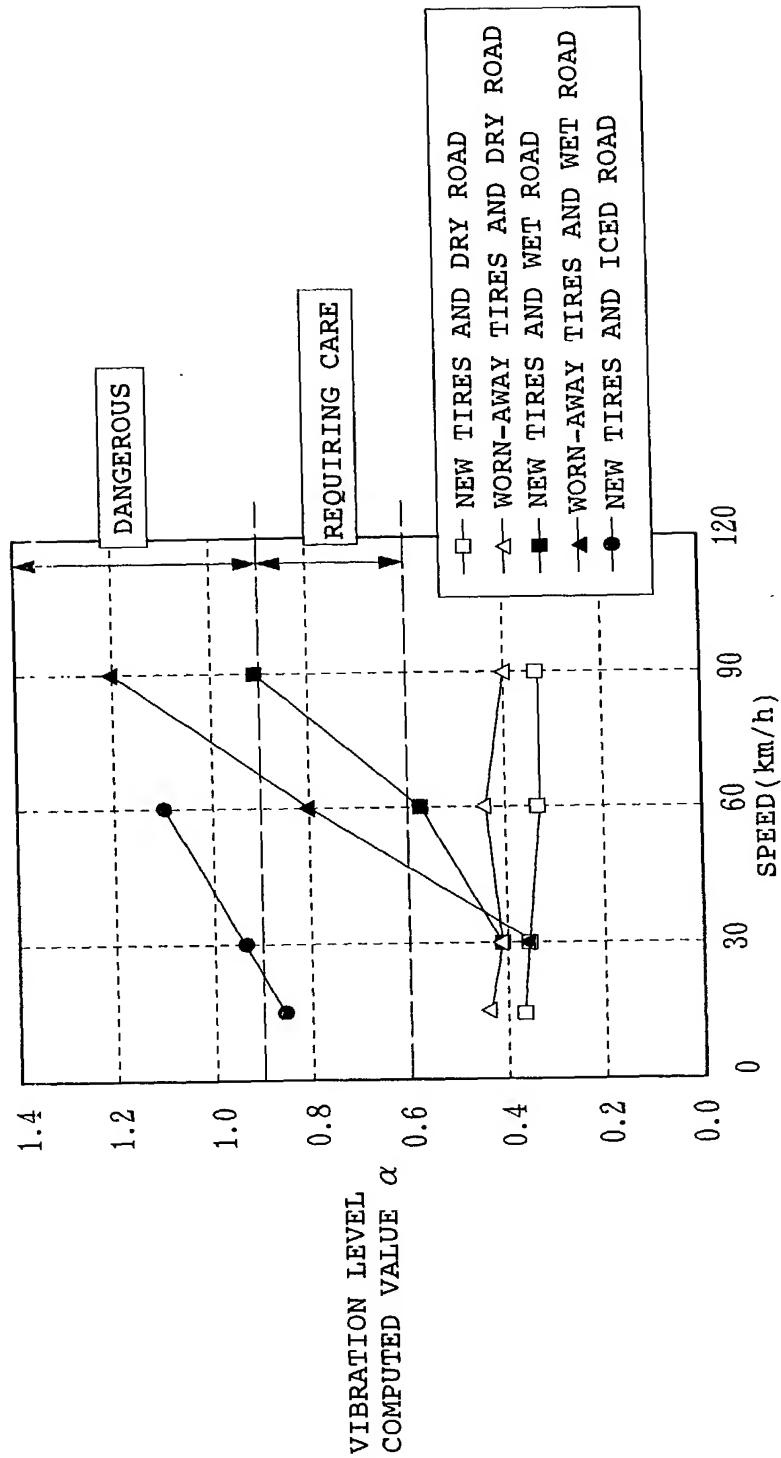


FIG. 10

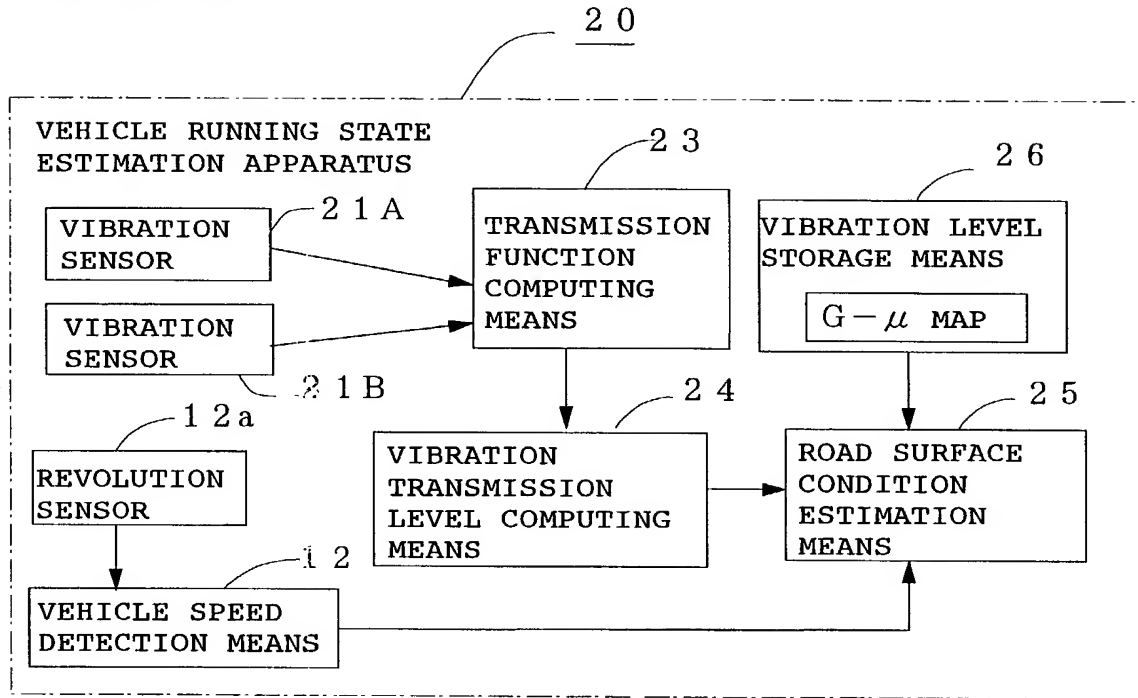


FIG. 11

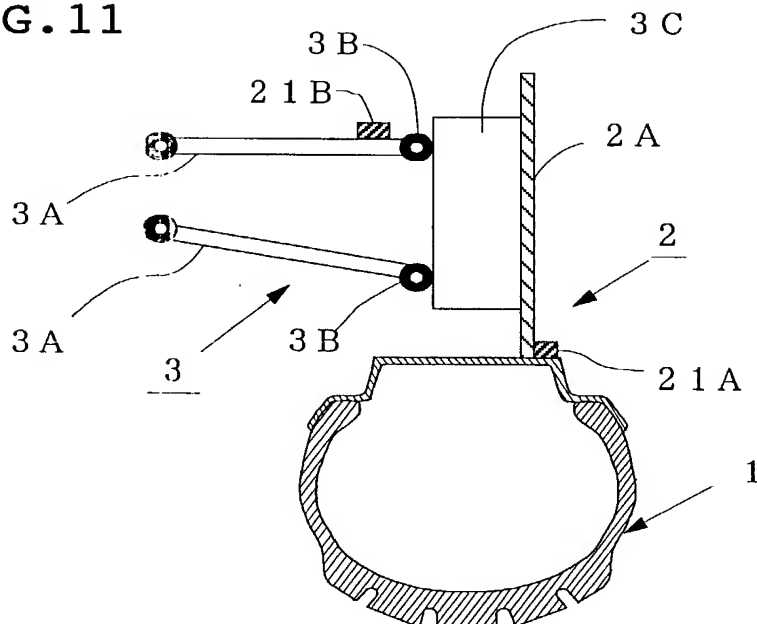


FIG. 12(a)

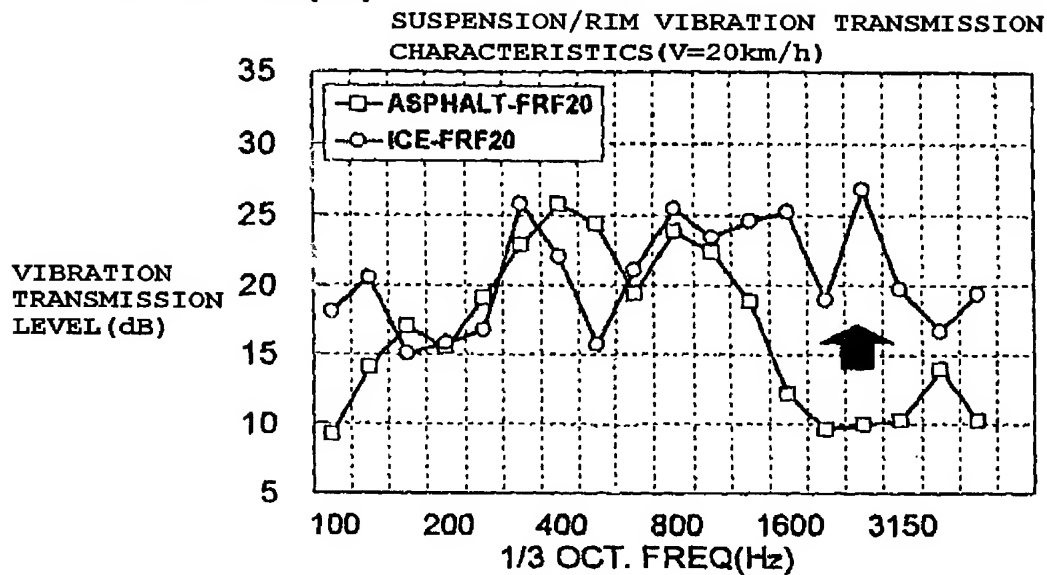


FIG. 12(b)

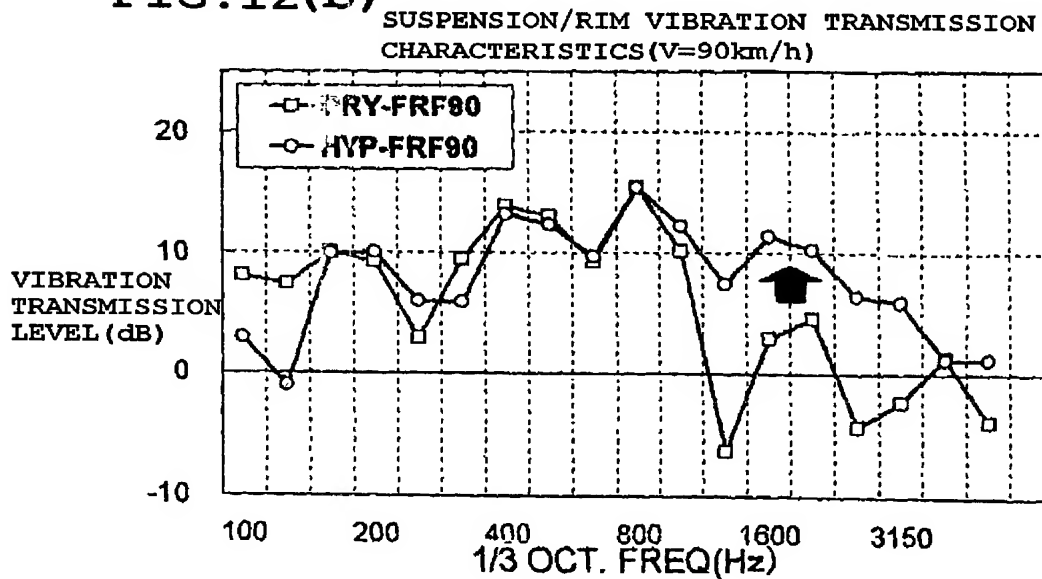


FIG. 13

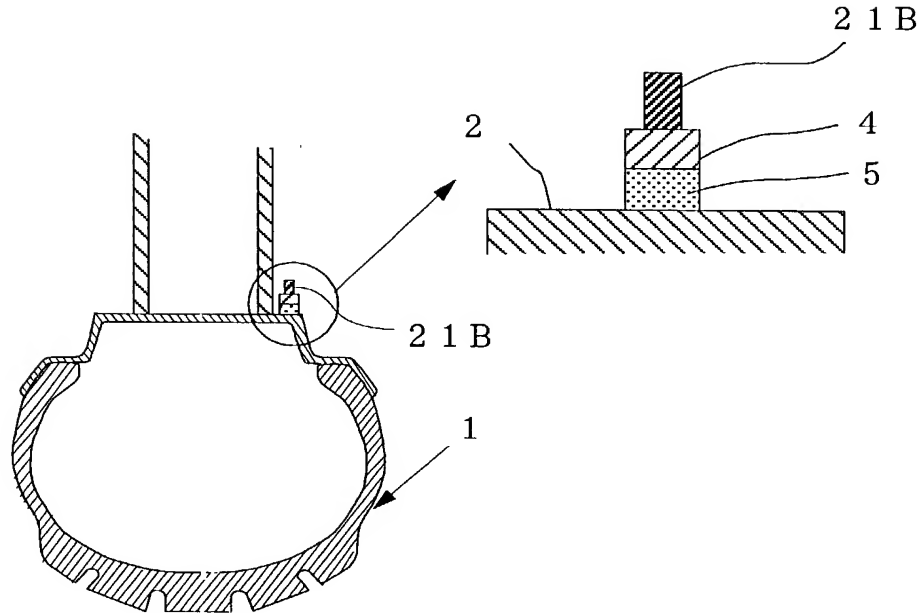


FIG. 14

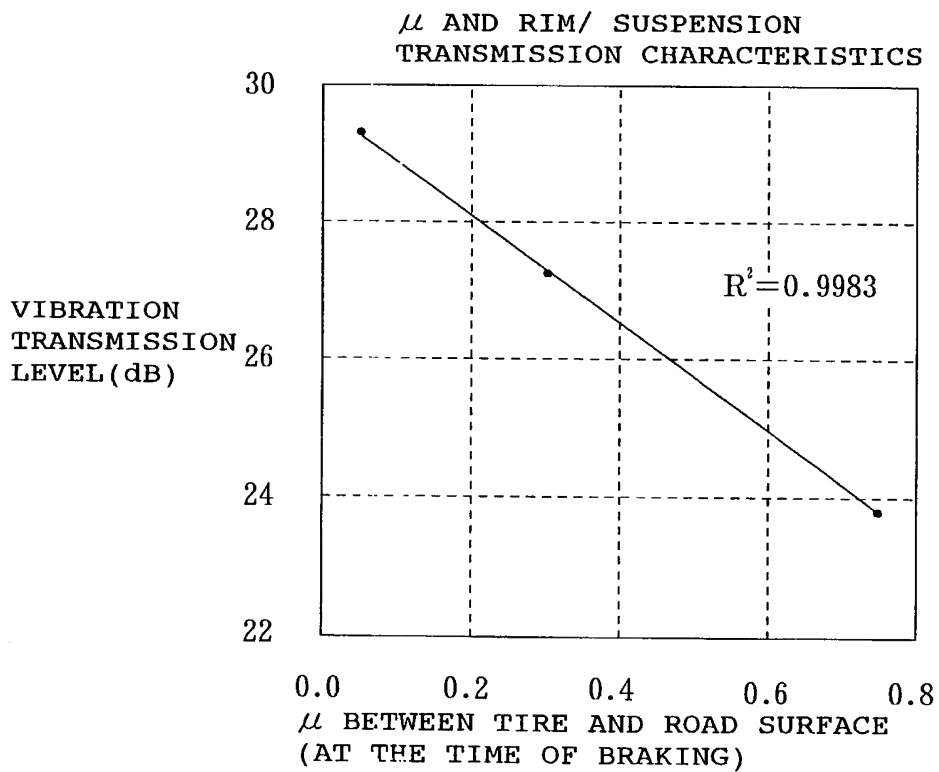


FIG. 15

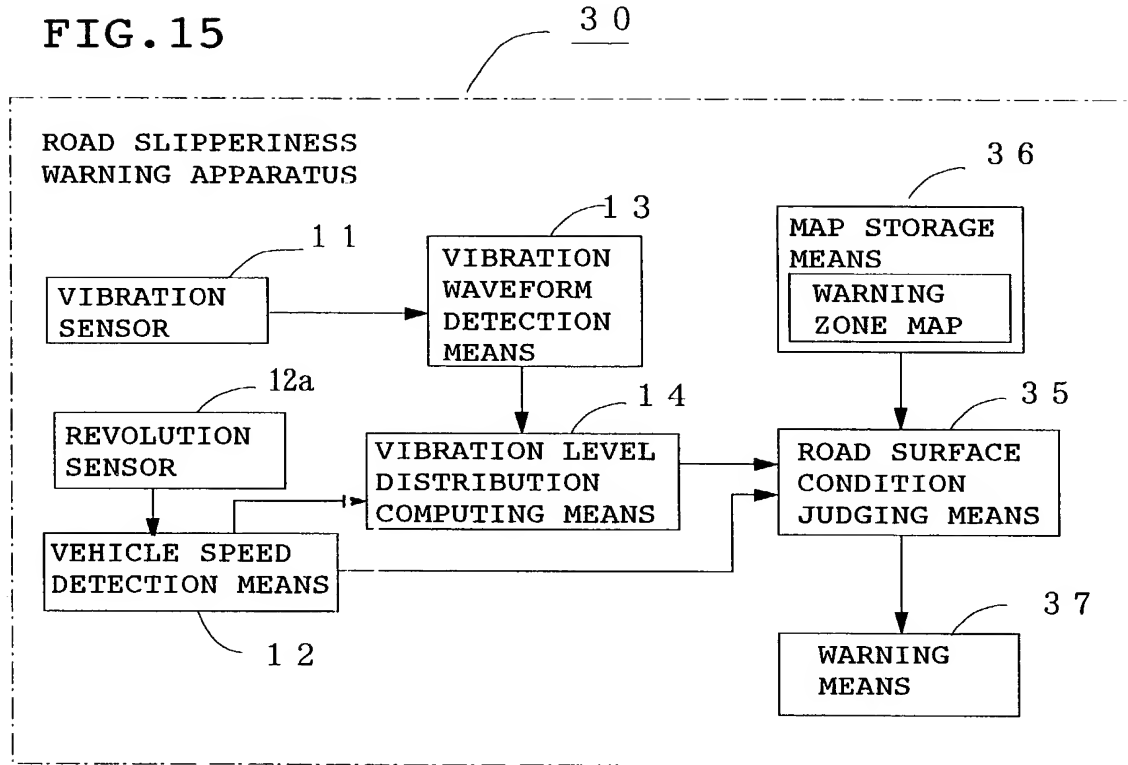


FIG. 16

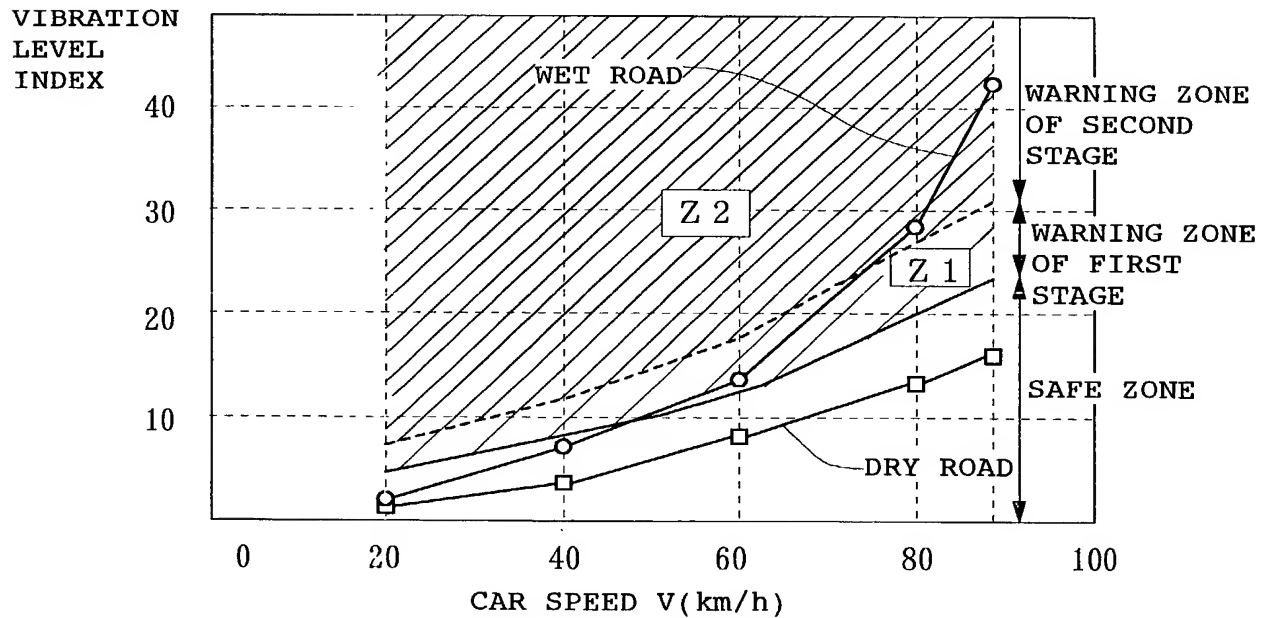


FIG. 17

40

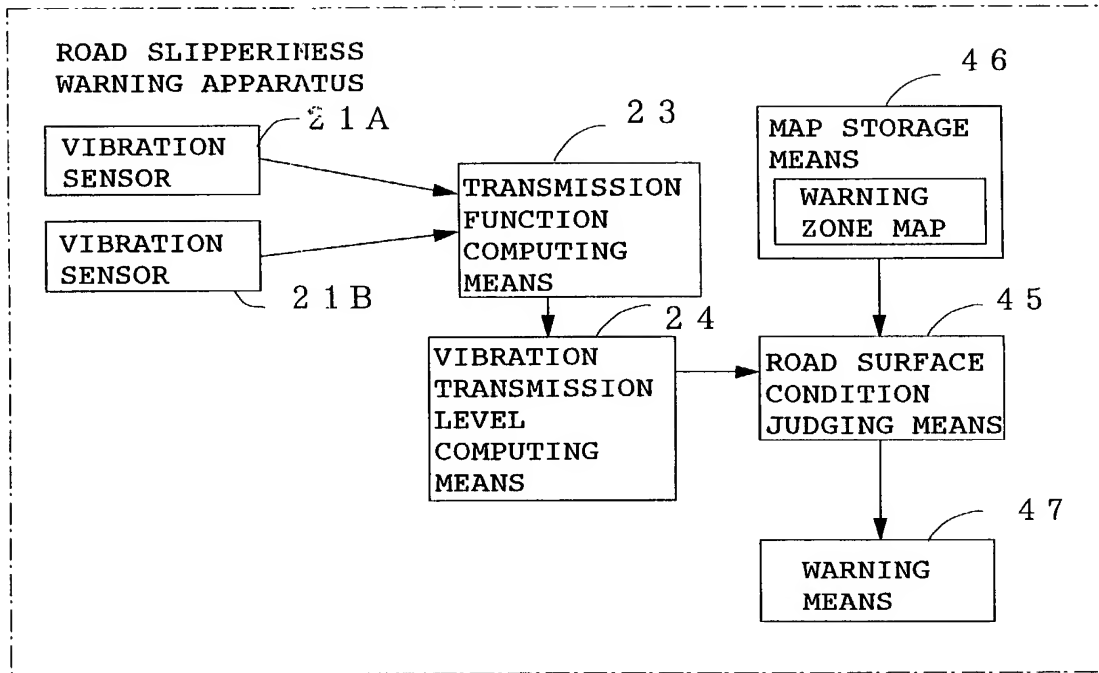


FIG. 18

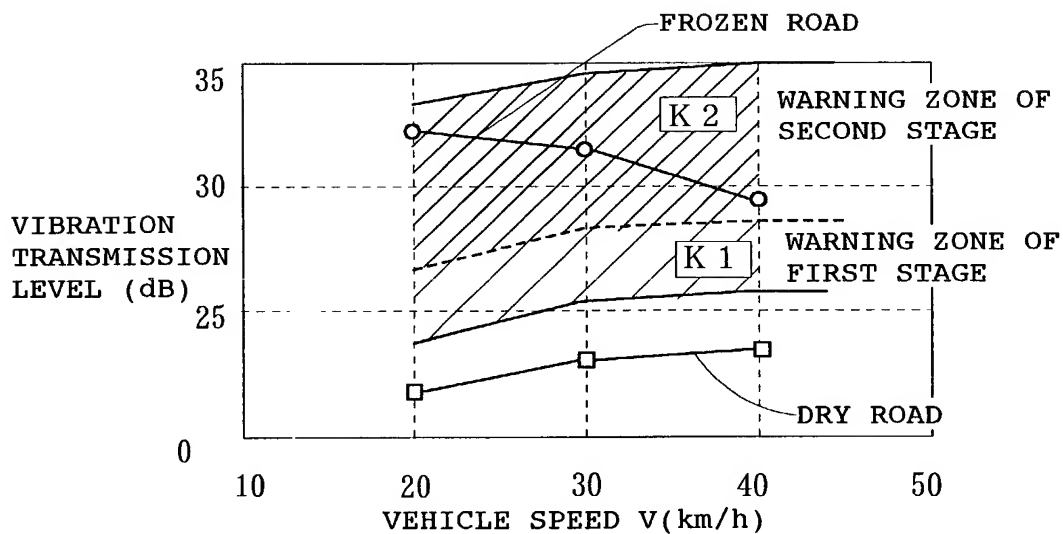


FIG. 19

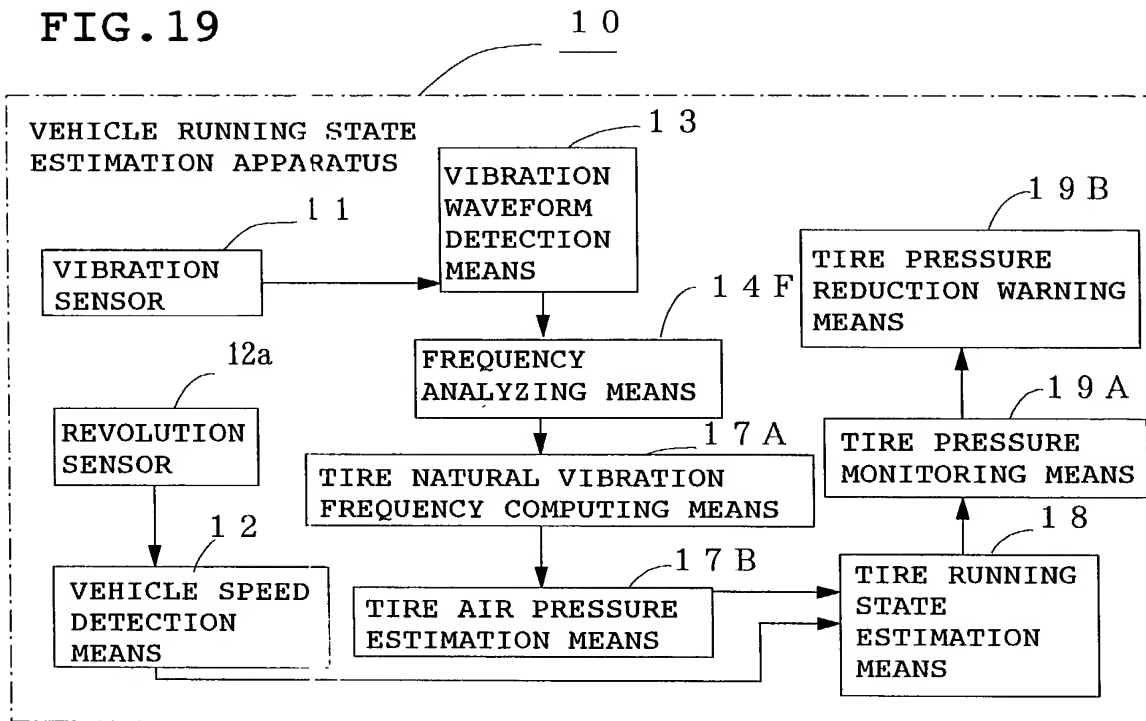


FIG. 20

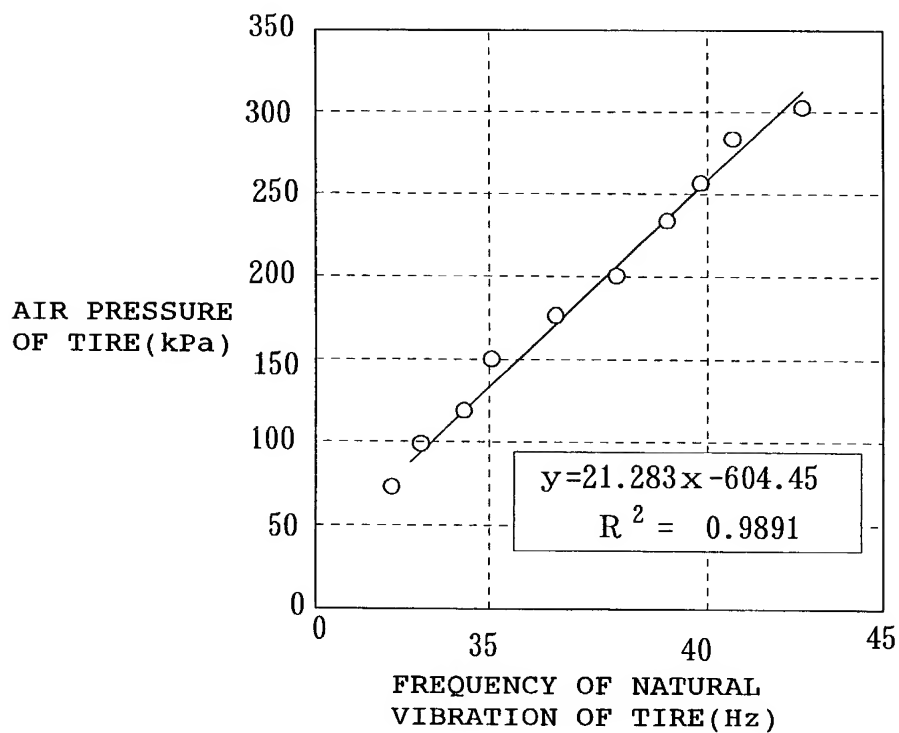
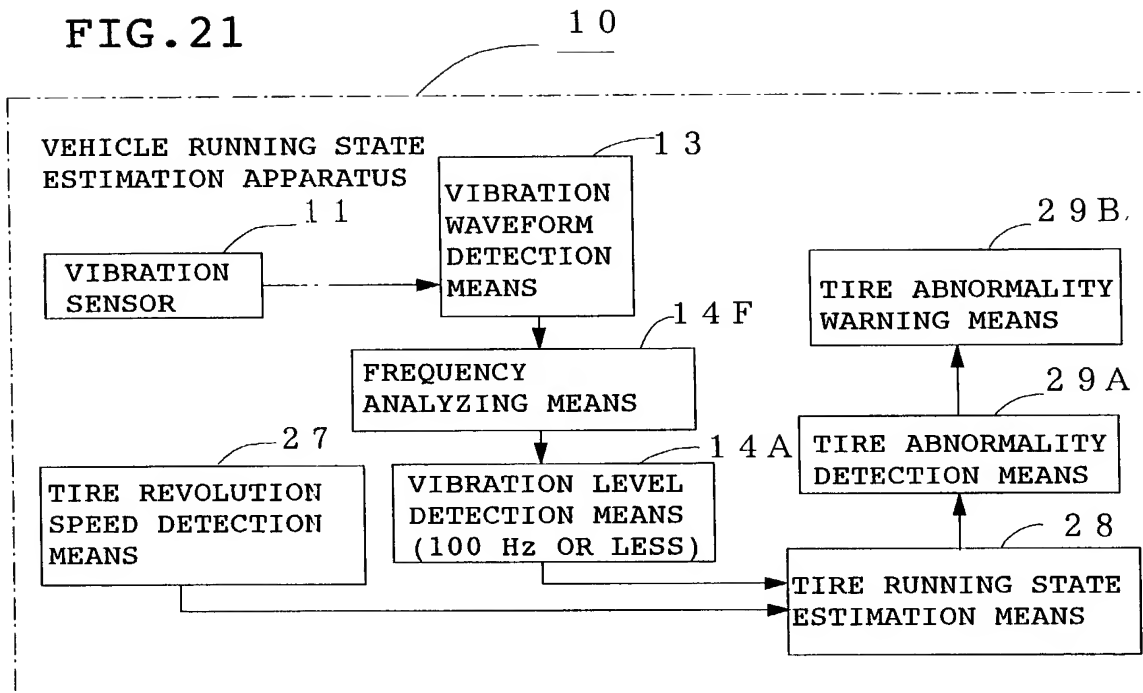


FIG. 21



YOKOTA, et al
 VEHICLE RUNNING STATE ESTIMATION METHOD
 AND APPARATUS, VEHICLE CONTROL APPARATUS
 AND TIRE WHEEL
 Filed February 13, 2002
 Robert J. Seas, Jr
 17 of 18
 Q68269
 202-293-7060

FIG. 22

VIBRATION BELOW SPRING
 V=90km/hr

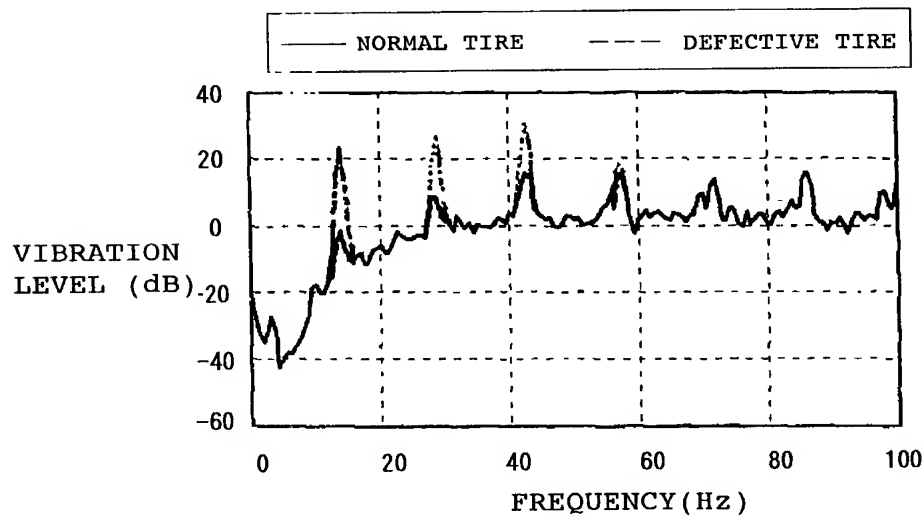


FIG. 23

